



## POLICE DEPARTMENT

# 2008 Bias-Free Policing Report

Prepared By:

Chief Chet Epperson

Deputy Chief Lori Sweeney

Crime Analysts Kim Binder & Becky Bartkowicz

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## **INTRODUCTION**

The 2008 Annual report on Rockford Police Department Traffic Stops summarizes data from 10,068 traffic stops. Data collection dates were from January 1, 2008, to December 31, 2008. In 2004, Illinois began collecting and assessing traffic stop data. This year is the fifth year data has been collected and analyzed.

In accordance to Illinois State Law, since January 1, 2004 (originally scheduled to end in 2007 but has been extended), whenever a State or Local law enforcement officer stops a vehicle for an alleged violation of the Illinois Vehicle Code, he or she shall record at least the following:

1. The name, address, gender, and the officer's subjective determination of the race of the person stopped; the person's race shall be selected from the following list:  
Caucasian, African-American, Hispanic, Native American/Alaskan native, or Asian/Pacific Islander.
2. The alleged traffic violation that led to the stop of the motorist.
3. The make and year of the vehicle stopped.
4. The date and time of stop.
5. The location of the traffic stop.
6. Whether or not a search contemporaneous to the stop was conducted of the vehicle, driver, passenger, or passengers; and if so, whether it was with consent or by other means.
7. The name and badge number of the issuing officer.

## **DEPARTMENT POLICY**

The policy of the Rockford Police Department is to respect the civil rights of all persons and to prohibit and prevent any form of discrimination by members of the Department when any action taken on behalf of or by any member of this Department is motivated by race, color, ethnicity, age, gender, national origin, religion, economic status, cultural group, sexual orientation, or any other identifiable group. Specifically, members of the Rockford Police Department will not engage in any activities that are discriminatory or indicative of a practice of biased-based/racial profiling.



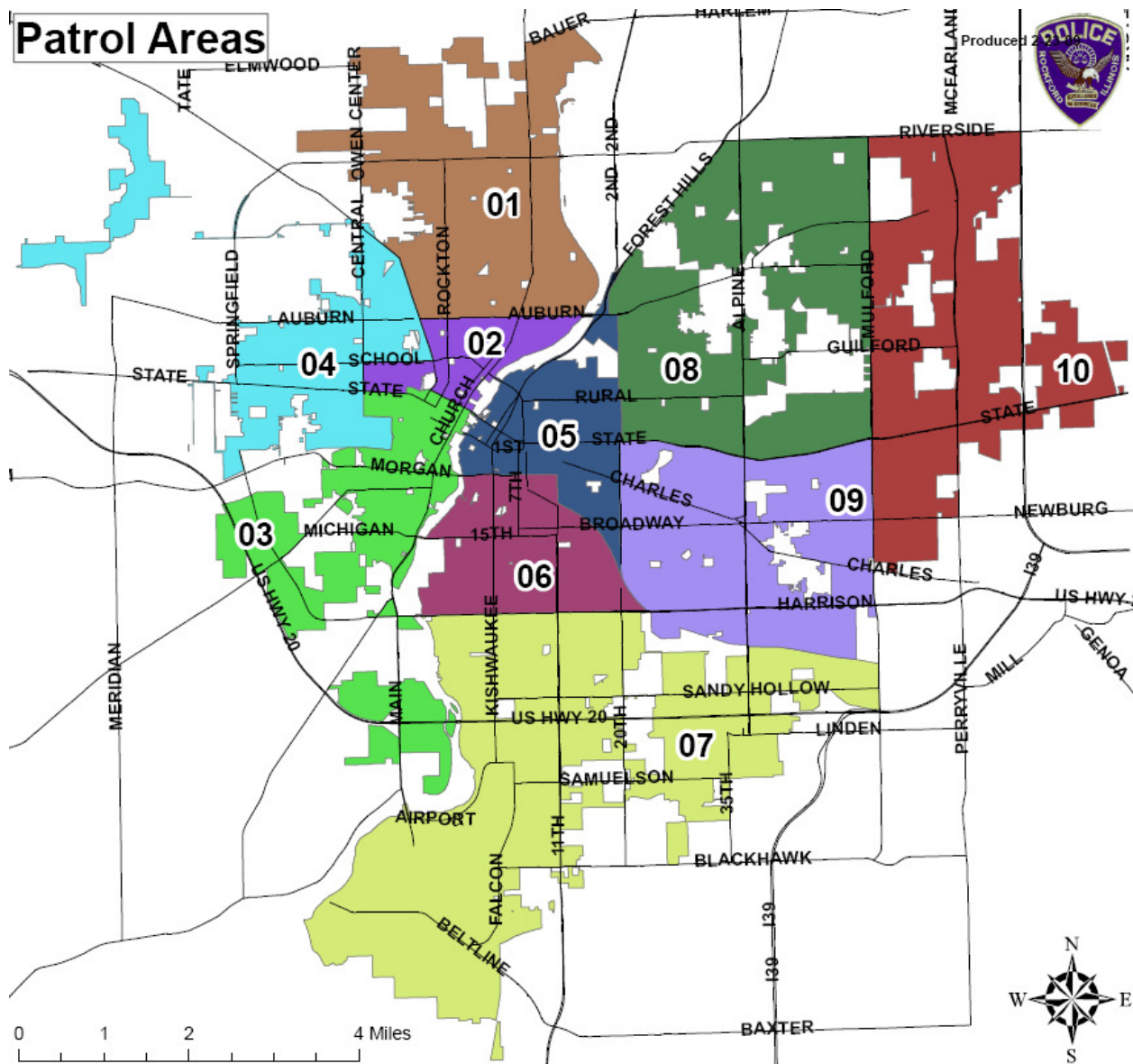
**BENCHMARK**

The Illinois Department of Transportation is responsible for collecting the data from police agencies and Northwestern University's Center for Public Safety is assisting in the analysis of the data. The Rockford Police Department examined the data for the department by analyzing the stops, outcome of stop, and searches of Caucasian and Minority drivers. Northwestern will also examine the same data for all Police Departments in the State of Illinois. Northwestern University's Center for Public Safety has developed a benchmark for police agencies statewide based on the 2000 census. An "adjusted benchmark" was established for each city and county police agency. The benchmark population demographic consists of individuals 15 years or older who are eligible to drive. The adjusted census benchmark for Rockford driving population is:

**72.9% Caucasian and 25.9% Minority drivers**

This benchmark indicates that 72.9% of the Rockford eligible driving population (15 years and older) is Caucasian, while 25.9% is Minority.





## **BEAT ANALYSIS**

It is necessary to examine the demographic make up of the city of Rockford. At first glance, it appears that there is significant disparity in the amount of traffic stops involving Minority drivers versus Caucasian drivers. A disparity score of “1” would indicate a perfect ratio of number of traffic stops, to the percent of Minority drivers in the population. The disparity index for Minority drivers in Rockford for 2008 is 1.54. This would indicate that a Minority driver has a .54 greater likelihood of being stopped by the Rockford Police Department.

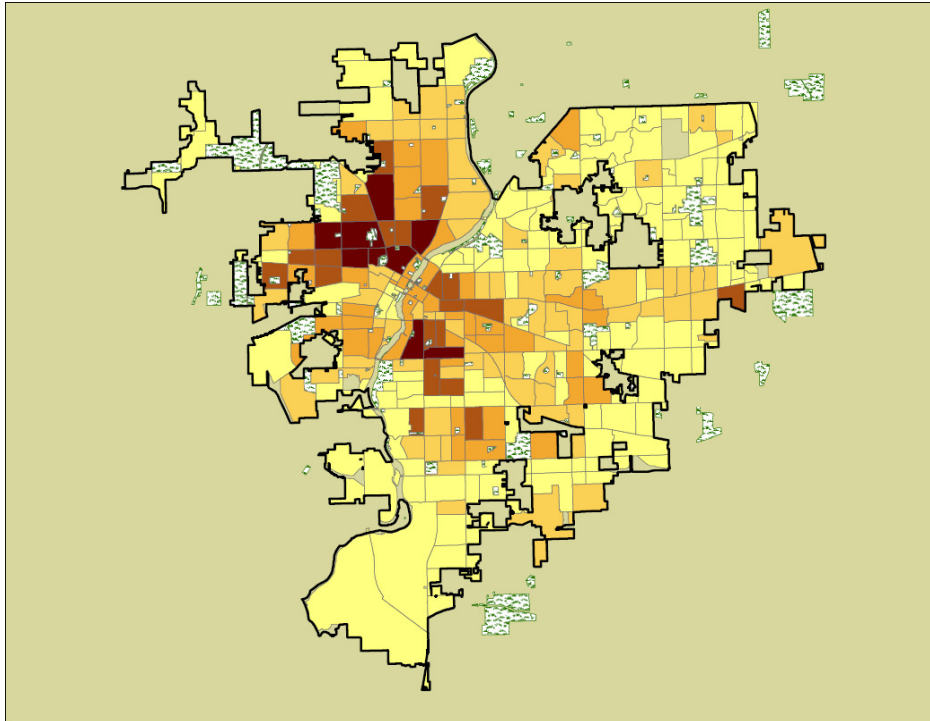
To understand the relationship between the percent population of drivers in Rockford and the percent stopped by the Department, we must examine different variables that contribute to the disparity index. Each of our Patrol Zones is referred to as “Beats.” Each Beat has unique



characteristics. There is a noted difference in beat demographics, police allocation of resources, and geographic operators such as main road veins and population concentration.

One variable that contributes to police allocation of resources is the crime rate. With higher crime rates in specific areas, there were more concentrated police officers in those designated areas. In 2008 Patrol Beats Two through Seven had the highest total offense crime rate. Total offenses include the FBI's National Incident-Based Reporting System (NIBRS) Group A, Group B, and Traffic/Service Calls. Group A offenses are the primary 46 offenses under 22 offense categories according to NIBRS. This includes offenses such as homicide, arson, assault, burglary, and drug/narcotic offenses. Group B offenses are the secondary 11 offense categories under NIBRS such as driving under the influence, disorderly conduct, and non-violent family offenses. Traffic and service calls are offenses such as information for police, suspicious person, and other traffic-related offenses. Patrol Beats 2 - 7 have the highest numbers for total offense crime rate. There will be more police presence in these Beats, and subsequently a greater likelihood of being stopped. (See Appendix 1)

Geographically, Patrol Beats 2 – 7 contain sub beats in the shape of an inverted “L.” This area contains the city's highest concentration of crime. The Beats 2 – 7 contain 69% of the Minority Driving population. Additional police resources are applied more through these beats.



Additional M3 Officers (Support Services officers who Map, Manage, & Measure High Crime Areas) concentrate efforts in these areas for crime reduction. Also, as of October of 2005 through present, Rockford's first Weed & Seed area is located in sub beats 43 & 50. These two sub beats are contained by Beats 2 and 4. Rockford's second Weed & Seed area is located in sub beats

160-164, & 175. These sub beats are contained by Beat 6. Starting in 2007 to present, there has been an Alternative Drug Program (ADP) started in Beats 2, 5, & 6. More police presence in these Beats is due to a higher crime rate, housing, citizen involvement, and police service.

Looking at the geographic areas with the most police presence, beats 2 – 7 represent the majority of police efforts. These areas, which are 69% of the Minority driving population, will also have a greater likelihood of being stopped. This is demonstrated when the Traffic Stop data is broken down by beat. (See Tables 5, 6, 8)



An analysis recognizing the differences in the Beats would show the proportions of Minority drivers stopped with the estimated Minority population within the Beat of the stop becoming more proportional. In combining beats 2 – 7, where 62.14% of all traffic stops and 72.06% of all Minority Traffic stops occurred, the percent Minority in the population is 42.6% compared to the city estimate of 25.91%.

Another geographic variable, which may contribute to the disparity in numbers would be the main geographic roads that connect Rockford's west side of the river to the east side of the river. Beats Eight and Nine had the greatest disparity in numbers. Beats 8 and 9 are also the areas that contain Riverside Blvd., Spring Creek, & East State Street. Other Beats contain these streets as well, but Beat 8 contains areas where there is high connectivity from West to East Side. From the North, N 2<sup>nd</sup> St connects Loves Park to Beat 8 by method of Spring Creek. Riverside Blvd. in Beat 8 is between Alpine Rd. and Mulford Rd. where a large portion of the city's medical services are located. Beats 8 and 9 also contain East State St. from near downtown through to Mulford Rd. This is where there are many strip malls, restaurants, and large shopping areas are located. A large part of the City's shopping malls and stores are on East State Street. To get to these places from the west side of the river, one is more likely to travel these roads. These streets may indicate why the disparity is the highest here. Only an estimated 32% of 2007 traffic stops conducted in Beats 8 and 9 were actual residents of this area.



Table 1 - Rockford Traffic Stops

						% Change
Total Rockford Stops	2007	10,093		2008	10,068	-0.25%

	Caucasian Drivers			Minority Drivers		
	2007	2008	% Change	2007	2008	% Change
Stops Per Group	5,649	6,059	7.26%	4,444	4,009	-9.79%
Percent of Stops	55.97%	60.18%	4.21%	44.03%	39.82%	-4.21%
Estimated Driving Population	72.90%	72.90%	0.00%	25.91%	25.91%	0.00%
Disparity Index	0.77	0.83	0.06	1.70	1.54	-0.16

\*\*note: numbers rounded to 2 decimal places account for % differences.

\*\*note that % change of a percent is not uniform; % increase/decrease noted by % difference, not % change.

\*\*Disparity Index is not a % change, but a difference.

Table 2 - Reason For Stop

	Caucasian Drivers					Minority Drivers				
	2007	% of Total	2008	% of Total	% Change	2007	% of Total	2008	% of Total	% Change
Number of Stops	5,649	100.00%	6,059	100.00%	7.26%	4,444	100.00%	4,009	100.00%	-9.79%
Moving Violations	4,057	71.82%	4512	74.47%	11.22%	2598	58.46%	2429	60.59%	-6.51%
Equipment	677	11.98%	588	9.70%	-13.15%	877	19.73%	645	16.09%	-26.45%
License/Registration	915	16.20%	959	15.83%	4.81%	969	21.80%	935	23.32%	-3.51%

\*\*note that % Change is the change in number of violations, not change in % of total stops

Table 3 - Stop Outcome Comparison

	Caucasian Drivers			Minority Drivers		
	2007	2008	% Change	2007	2008	% Change
Citation	4667	4730	1.35%	3569	2946	-17.46%
percent	82.62%	78.07%	-4.55%	80.31%	73.48%	-8.83%
Verbal Warning	982	1329	35.34%	875	1063	21.49%
percent	17.38%	21.93%	4.55%	19.69%	26.52%	6.83%
Total	5649	6059	7.26%	4444	4009	-9.79%

\*\*note that % change of a percent is not uniform; % increase/decrease noted by % difference, not % change.

\*\*note that due to rounding, some totals may not represent 100%



Table 4 - Consent Search Data

	2007			2008			% Change
Total Consent Searches	486			196			-59.67%
Total Stops	10,093			10,068			-0.25%
Percent of Stops	4.82%			1.95%			-2.87%
	Caucasian Drivers			Minority Drivers			
	2007	2008	% Change	2007	2008	% Change	
Total Stops	5649	6,059	7.26%	4444	4,009	-9.79%	
# of Consent Searches	193	63	-67.36%	293	133	-54.61%	
percent	3.42%	1.04%	-2.38%	6.59%	3.32%	-3.28%	

\*\*note that % change of a percent is not uniform; % increase/decrease noted by % difference, not % change.

	2007		2008		Change
Likelihood of Minority Drivers to Consent to Search	1.93	+1.93 (6.59/3.42)	3.19	+3.19 (3.32/1.04)	1.26

\*\*Due to rounding, numbers calculated may vary.

Table 5 - Disparity of Caucasian Drivers by Beats 2-7 from 2005 - 2008

Beat	Caucasian															
	2005				2006				2007				2008			
	# Stopped	% Stopped	% Pop	Disparity	# Stopped	% Stopped	% Pop	Disparity	# Stopped	% Stopped	% Pop	Disparity	# Stopped	% Stopped	% Pop	Disparity
1	1212	67.7%	80.8%	0.84	1027	66.5%	80.8%	0.82	542	66.5%	80.8%	0.82	800	64.8%	80.8%	0.80
2-7	3764	50.2%	57.4%	0.88	3478	46.1%	57.4%	0.80	3648	50.0%	57.4%	0.87	3367	53.8%	57.4%	0.94
8	1056	77.9%	89.5%	0.87	729	75.5%	89.5%	0.84	459	71.6%	89.5%	0.80	666	75.0%	89.5%	0.84
9	675	65.1%	83.0%	0.78	594	66.2%	83.0%	0.80	504	67.9%	83.0%	0.82	650	66.5%	83.0%	0.80
10	665	79.6%	86.7%	0.92	539	77.6%	86.7%	0.89	519	80.3%	86.7%	0.93	576	80.8%	86.7%	0.93
City	7372	58.9%	72.9%	0.81	6367	54.7%	72.9%	0.75	5672	56.0%	72.9%	0.77	6059	60.2%	72.9%	0.83

Table 6 - Disparity of Minority Drivers by Beats 2-7 from 2005 - 2008

Beat	Minorities															
	2005				2006				2007				2008			
	# Stopped	% Stopped	% Pop	Disparity	# Stopped	% Stopped	% Pop	Disparity	# Stopped	% Stopped	% Pop	Disparity	# Stopped	% Stopped	% Pop	Disparity
1	579	32.33%	19.2%	1.68	517	33.48%	19.2%	1.74	269	33.17%	19.2%	1.73	434	35.17%	19.2%	1.83
2-7	3731	49.8%	42.6%	1.17	4066	53.90%	42.6%	1.26	3647	49.99%	42.6%	1.17	2889	46.2%	42.6%	1.08
8	299	22.07%	10.5%	2.10	237	24.53%	10.5%	2.34	182	28.39%	10.5%	2.70	222	25.0%	10.5%	2.38
9	362	34.91%	17.0%	2.05	303	33.78%	17.0%	1.99	238	32.08%	17.0%	1.89	327	33.5%	17.0%	1.97
10	170	20.36%	13.3%	1.53	156	22.45%	13.3%	1.69	127	19.66%	13.3%	1.48	137	19.2%	13.3%	1.44
City	5141	41.09%	25.9%	1.59	5279	45.33%	25.9%	1.75	4463	44.04%	25.9%	1.70	4009	39.8%	25.9%	1.54

\*\*note that all estimated population data from 2000 census

\*\*see Appendix 2



**Table 7 – Total Rockford Stops - 2005 - 2008**

<b>Total Rockford Stops</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>
	<b>12,516</b>	<b>11,646</b>	<b>10,135</b>	<b>10,068</b>

	<b>Caucasian Drivers</b>				<b>Minority Drivers</b>			
	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>
<b>Stops Per Group</b>	7,373	6,367	5,672	6,059	5,143	5,279	4,463	4,009
<b>Percent of Stops</b>	58.91%	54.67%	55.96%	60.18%	41.09%	45.33%	44.04%	39.82%
<b>Estimated Driving Population</b>	72.90%	72.90%	72.90%	72.90%	25.91%	25.91%	25.91%	25.91%
<b>Disparity Index</b>	<b>0.81</b>	<b>0.75</b>	<b>0.77</b>	<b>0.83</b>	<b>1.59</b>	<b>1.75</b>	<b>1.70</b>	<b>1.54</b>

**Table 8 – Estimated Driving Population by Beat**

<b>Beat</b>	<b>Caucasian Population</b>		<b>Minority Population</b>		<b>Total Population</b>	
	<b>Number</b>	<b>Percent</b>	<b>Number</b>	<b>Percent</b>	<b>Number</b>	<b>Percent</b>
1	13,633	80.8%	3,235	19.2%	16,868	100.0%
2	5,476	48.7%	5,764	51.3%	11,240	100.0%
3	1,053	17.4%	4,994	82.5%	6,047	99.9%
4	1,538	29.9%	3,610	70.1%	5,148	100.0%
5	9,109	76.7%	2,764	23.2%	11,873	99.9%
6	4,661	63.6%	2,664	36.4%	7,325	100.0%
7	7,244	79.9%	1,818	20.2%	9,062	100.1%
8	18,020	89.5%	2,115	10.5%	20,135	100.0%
9	16,741	83.0%	3,420	17.0%	20,161	100.0%
10	7,269	86.7%	1,116	13.3%	8,385	100.0%

\*\*note that all estimated population data from 2000 census; Beat population estimates based on Census Tracts.



## **TRAFFIC STOP DATA**

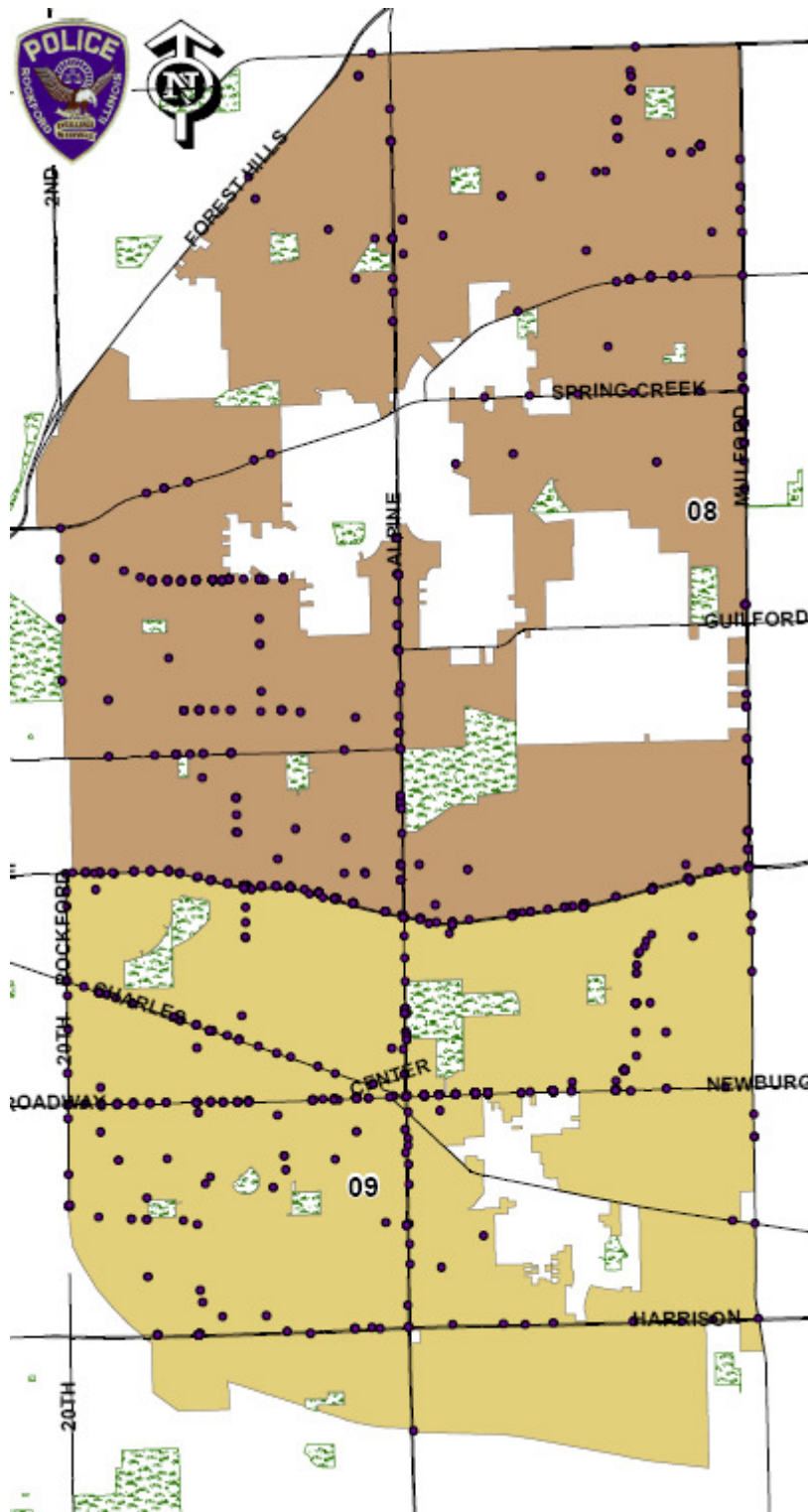
Table 1 is a general representation of the City of Rockford's Traffic Stop Data. This table is a compilation of all traffic stops recorded in the entire city to show the proportion of the driving population in relation to the drivers stopped. An index of 1.00 would be equal representation. A score lower than 1.00 would be under representation of the specified population. A score greater than 1.00 would indicate over representation of the specified population.

In Rockford, there were 4,009 stops of Minority drivers, which is 39.82% of all recorded Traffic Stops. Minorities account for an estimated 25.91% of the city of Rockford's population. The ratio for Rockford Minority drivers is 1.54. One factor that contributes to the disparity is geographic location of stops.

Beats 2 – 7 not only have the highest crime rate and police concentration, but also 62.14% of the stops conducted in 2007. Beats 2 – 7 also contain 72.06% of all Minority stops. The 2000 census population (table 6) for those areas combined shows there is a percent Minority drivers increase from 25.9% to 42.6%. This demonstrates that the majority of Minority stops conducted by the Rockford Police Department were in beats 2 – 7. (See table 6). Reviewing the majority of Minority stops, Minority drivers accounted for 46.2% of stops in Beats 2 – 7. *The ratio of the percent of Minorities stopped to the percent population becomes 1.08. Minorities in these Beats have only .08 more of a chance to be stopped. Considering departmental resources and Minority population by beat, Minority drivers are stopped more proportionally in beats 2 – 7, where more resources are located, than when looking at the city as a whole. The city's average demographics do not reflect demographics of the reporting beats.* It is imperative to look at the Beats individually by their defining characteristics, rather than making a generalization based on the city as a whole.

Another geographic variable mentioned before is the main geographic roads that connect Rockford's west side of the river to the east side of the river. Beats 8 and 9 had the greatest disparity in numbers of 2.38 & 1.97 (table 6). Beats 8 and 9 are also the areas that contain Riverside Blvd., Spring Creek, & East State Street where there is high connectivity from West to East Side. Even Rural Street is used to commute from downtown and the East side of Rockford. Many traveling from the West Side of town to the East Side for work, doctor appointments, and shopping would most likely use these roads. Spring Creek has a flow of traffic that stops at every northwest main road on the East side of Rockford. East State and Riverside are the roads with chain restaurants, & commercial business, as well as access to I-90.





Using the Environmental Systems Research Institute (ESRI) mapping software, it can be seen that most of the Beats 8 and 9 minority stops conducted were on one of the main veins of travel. Alpine Road connects the North side of Rockford and even neighboring towns such as Loves Park to the East State Street Shopping district. East State Street has a high number of 2008 stops as well as Broadway and Charles. The demographics for Beats 8 and 9 show a minority population of 10.5% and 17% (Table 6). It is clear that there may be other contributing factors to these stops that may influence the driving population. The 2000 Census estimates may not be an accurate representation of Beats 8 and 9. It is clear that outside residents take advantage of the easy travel within these beats. In 2008, it can be seen that a majority of drivers stopped in Beats 8 and 9 were not residents of 8 and 9. In fact, only 32 % were 8 and 9 residents. With the amount of travel, it would not be possible to note the number of Caucasians or Minorities that drive in this area on any given day. It should be noted that the population estimates are based on 2000 census data. Population demographics change over time. Population will also shift based on the season as well. Christmas shopping and school seasons

will change the amount of people on the road and in the shopping districts. For example, approximately 68% of the traffic stops in 8 & 9 came from a “visiting” population (outside 8 & 9).



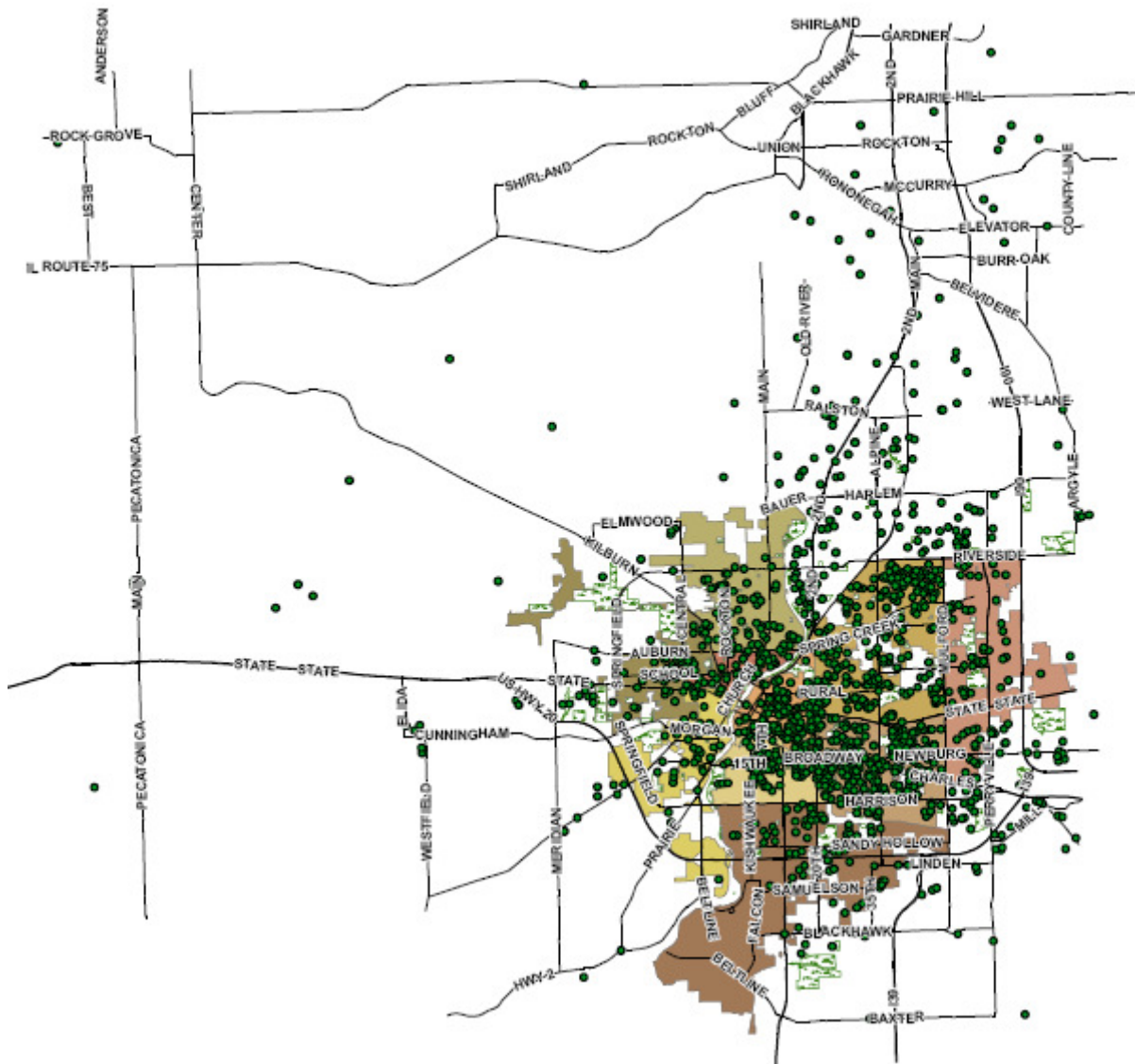


Table 2, “Reason for Stop” shows some numeric difference between Caucasians and Minorities. Table 3 “Outcome of Stop” shows little numeric difference between Caucasian and Minority drivers. The Rockford Police Department writes more citations than verbal warnings across both groups. The percent of citations given to both Caucasians and Minorities are very similar. There is no evidence in the numbers that would indicate disparity in the rate Caucasians are given citations compared to Minorities.

Another concern in the State's analysis of traffic stops is the rate that Minority drivers may consent to a search of their vehicle. In 2008, Rockford made 196 consent searches. There was disparity in the likelihood minorities consent to a search of their vehicle. Out of all traffic stops, 1.04% of Caucasians consent to a search and 3.32% of Minorities stopped consent to a search. The disparity ratio of Minorities is 3.19 meaning minorities are more likely to consent to a search of their vehicle.

## **CONCLUSION**

Although some disparity in numbers is present, the analysis is complex. In 2007, we recorded approximately 25 more drivers than 2008; a 0.25% decrease. With this decrease, there are fewer stops to assess.

Additional data in 2008 indicated a decrease in the disparity of Minority stops in Rockford by .16. There is a concern in analyzing the specific beats within the City of Rockford to ensure accuracy in the reflection of the population. One factor may be that Beat Six has a higher percent Minority driving population. Beat Four has a significantly higher Minority driving population. Beginning in 2006, Beats Four and Six were locations where Suppression Details were implemented. These saturation patrols increase police presence in neighborhoods. There is also a traffic checkpoint set in these locations during a Suppression Detail. With these details continuing through 2008, this may have had an effect on the Minority drivers stopped.

Another concern for 2008 is the distance it is from the 2000 U.S. Census. Cities and demographics change over the years. There has been increased development in the City of Rockford as well as neighboring communities. With growth comes change, and it should be noted that the population provided from the U.S. Census is data from 2000.

We will continue to monitor and assess the driver stops based on the benchmark issued from Northwestern University. With access to continuous data analysis in 2009, the Rockford Police Department will further track the data as it comes in.

Additional effort will be made to analyze individual officer traffic stops. This is a fairly complex undertaking by the Department. Research on the best ways to analyze individual traffic data continues. There are many factors that contribute to an individual's work in traffic stops. Some of the mitigating factors could be beat location, demographics, population, crime rate, Weed & Seed Official Enforcement Zones, tactical operations, officer assignment, and individual productivity.

The Department will continue its annual cultural diversity training and periodic review of the department's policy of bias-free policing. Awareness of culture, difference, and personal accountability will be key factors in having a Department dedicated to the community it serves, and enhancing community relationships.

The long-term goals of this study are to fully understand and investigate how the Traffic Stop Data relates to the operational mission of the Department. In 2006, the Rockford Police Department implemented a NetRMS computer-based Records Management system to gather the most recent and accurate data for the department. Now with a few years of data, comparative



information is available. We are also recognized as an official National Incident-Based Reporting System (NIBRS) agency reporting statistics to aid in more qualitatively functional data for crime analysis. Capturing better data with improved methods of analysis will help in the future with Traffic Stop Reporting. Moving forward, the Department expects to learn much from the data, interdepartmental discussion and its relationship with the community. Racial profiling is a very complex issue from a community and Departmental standpoint. In the years to come, the Rockford Police Department will continue to be diligent about research, analysis, and accountability of the Department.



**Appendix 1**

<b>2008 Offenses by Beat</b>								
<b>Beat</b>	<b>Group A Offenses</b>		<b>Group B Offenses</b>		<b>Service Calls</b>		<b>Total Offenses</b>	
	<b>Number</b>	<b>Rate</b>	<b>Number</b>	<b>Rate</b>	<b>Number</b>	<b>Rate</b>	<b>Number</b>	<b>Rate</b>
<b>1</b>	3,288	151.7	1,470	67.8	4,758	219.6	5,881	271.4
<b>2</b>	2,497	162.6	2,025	131.9	4,522	294.5	5,677	369.8
<b>3</b>	1,695	202.7	1,133	135.5	2,828	338.2	3,801	454.5
<b>4</b>	3,498	470.2	2,026	272.3	5,524	742.6	6,717	902.9
<b>5</b>	2,702	176.3	2,092	136.5	4,794	312.7	6,332	413.0
<b>6</b>	3,497	348.5	2,641	263.2	6,138	611.7	7,801	777.4
<b>7</b>	3,125	265.8	1,467	124.8	4,592	390.5	5,728	487.2
<b>8</b>	1,924	78.3	999	40.6	2,923	118.9	4,010	163.1
<b>9</b>	2,426	96.4	1,251	49.7	3,677	146.2	4,822	191.7
<b>10</b>	1,747	167.5	705	67.6	2,452	235.2	3,281	314.7

\*\*NIBRS data obtained from NetRMS.

\*\*note that all estimated population data from 2000 census; Beat population estimates based on Census Tracts.



Appendix 2

Beat	Caucasian											
	2006				2007				2008			
	# Stopped	% Stopped	% Pop	Disparity	# Stopped	% Stopped	% Pop	Disparity	# Stopped	% Stopped	% Pop	Disparity
1	1027	66.50%	80.80%	0.82	542	66.83%	80.80%	0.83	800	64.83%	80.80%	0.80
2	560	38.90%	48.70%	0.8	611	41.71%	48.70%	0.86	522	42.34%	48.70%	0.87
3	235	32.20%	17.40%	1.85	193	44.27%	17.40%	2.54	166	44.15%	17.40%	2.54
4	241	24.20%	29.90%	0.81	278	31.56%	29.90%	1.06	222	31.99%	29.90%	1.07
5	1184	60.20%	76.70%	0.79	1212	63.09%	76.70%	0.82	1365	66.01%	76.70%	0.86
6	837	46.80%	63.60%	0.74	798	46.29%	63.60%	0.73	707	54.13%	63.60%	0.85
7	421	67.30%	79.90%	0.84	556	64.06%	79.90%	0.8	385	66.49%	79.90%	0.83
8	729	75.50%	89.50%	0.84	459	71.61%	89.50%	0.8	666	75.00%	89.50%	0.84
9	594	66.20%	83.00%	0.8	504	67.92%	83.00%	0.82	650	66.53%	83.00%	0.80
10	539	77.60%	86.70%	0.89	519	80.34%	86.70%	0.93	576	80.79%	86.70%	0.93
City	6367	54.70%	72.90%	0.75	5672	55.96%	72.90%	0.77	6059	60.18%	72.90%	0.825524976

Appendix 3

Beat	Minorities											
	2006				2007				2008			
	# Stopped	% Stopped	% Pop	Disparity	# Stopped	% Stopped	% Pop	Disparity	# Stopped	% Stopped	% Pop	Disparity
1	517	33.50%	19.20%	1.74	269	33.20%	19.20%	1.73	434	35.17%	19.20%	1.83
2	878	61.10%	51.30%	1.19	854	58.30%	51.30%	1.14	711	57.66%	51.30%	1.12
3	494	67.80%	82.50%	0.82	243	55.70%	82.50%	0.68	210	55.85%	82.50%	0.68
4	755	75.80%	70.10%	1.08	603	68.40%	70.10%	0.98	472	68.01%	70.10%	0.97
5	782	39.80%	23.20%	1.71	709	36.90%	23.20%	1.59	703	33.99%	23.20%	1.47
6	952	53.20%	36.40%	1.46	926	53.70%	36.40%	1.48	599	45.87%	36.40%	1.26
7	205	32.70%	20.20%	1.62	312	35.90%	20.20%	1.78	194	33.51%	20.20%	1.66
8	237	24.50%	10.50%	2.34	182	28.40%	10.50%	2.7	222	25.00%	10.50%	2.38
9	303	33.80%	17.00%	1.99	238	32.10%	17.00%	1.89	327	33.47%	17.00%	1.97
10	156	22.40%	13.30%	1.69	127	19.70%	13.30%	1.48	137	19.21%	13.30%	1.44
City	5279	45.30%	25.90%	1.75	4463	44.00%	25.90%	1.7	4009	39.82%	25.90%	1.54

